

CONFIDENTIAL

INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 24 AUG 51 50X1-HUM

SUBJECT Personnel and Activities at
SAG Neptunwerft, Rostock

NO. OF PAGES 3

PLACE
ACQUIREDNO. OF ENCLS.
(LISTED BELOW)DATE OF
INFO.SUPPLEMENT TO
REPORT

50X1-HUM

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE
OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT OF
U. S. C., 51 AND 52, AS AMENDED. ITS TRANSMISSION OR THE REVELATION
OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PRO-
HIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

50X1-HUM

- The Neptunwerft employs 7,000 workers of both sexes. In addition, 6-700 workers in the yard are working for other firms. The Russian director of the Werft is Captain Burshuyev (fmu). The Russian commercial director, a civilian, is Barashkin (fmu). There is also a staff of Russian experts.
- The German directors and their duties are as follows:

Gehrmann (fmu)	director	responsible for technical questions
Pagels (fmu)	welfare director	responsible for "culture"
Moltrecht (fmu)	commercial director	
Herzig (fmu)	chief engineer	
- German managers, to each of which a Russian expert is attached, are appointed for the various special branches. The following is a list of some managers and experts and their duties:

Schoettler (fmu)	mechanical engineer
Schwarm (fmu)	ship building
Zander (fmu)	electrical installation
Roeser (fmu)	head of designing office
Volkov (fmu)	Russian expert attached to Roeser.
- A "Special Construction Staff" is responsible for work on Soviet destroyers. A separate "Inspection Staff" is responsible for passing the vessels after test runs. A Russian civilian, Savchenko (fmu), heads the "Special Construction Staff", and under him is a staff of Soviet and German experts with various responsibilities. The following is a list of some of the personalities and their duties:

CONFIDENTIAL

CLASSIFICATION

SECRET/CONFIDENTIAL - U.S. OFFICIALS ONLY

STATE	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	NSRB	<input checked="" type="checkbox"/>	DISTRIBUTION													
ARMY	<input checked="" type="checkbox"/>	AIR	<input checked="" type="checkbox"/>	FBI	<input checked="" type="checkbox"/>														

Document No.	679
No Change in Class.	<input type="checkbox"/>
Declassified	<input type="checkbox"/>
Class. Changed To	TS 3 6
Auth.	HR 70-2
Date	21 July 78
By	

50X1-HUM

~~CONFIDENTIAL~~ CONTROL - U.S. OFFICIALS ONLY

CENTRAL INTELLIGENCE AGENCY

50X1-HUM

2

Kusmarski (fnu) civilian from Moscow, responsible for electrical installations

Chigir (fnu) Russian naval officer, heads the "Special Inspection Staff"

Filippov (fnu) naval officer, deputy to Chigir

Chigir and Philippov personally direct the work and are responsible for accepting ships after trial.

50X1-HUM

5. Two destroyers [] are undergoing trial runs. After each vessel has made three test runs, it proceeds to Stettin for acceptance. German experts are aboard during the test runs and the cruise to Stettin. [] after completing three test runs and under way for Stettin, returned to Rostock on 9 December 1950 because of faulty bearings in generator No. 2.

50X1-HUM

50X1-HUM

All materials used for the destroyers were brought by ship from the Soviet Union, except for a special cable (SRM cable) which was supplied by Kabelwerke Oberspree. When work on the two destroyers has been completed, the "Special Staff" will take over work on the SMOINY, which is being refitted as a submarine tender.

6. The following ships are under construction or are being repaired:

a. Five minesweepers are under construction. * []

50X1-HUM

b. The DESNA which, on completion, left Rostock at the beginning of December 1950. The name DESNA was changed shortly before she sailed.

c. One German icebreaker of about 1,500 tons, damaged during the war, has been salvaged and is undergoing repairs.

d. Two large tugs [] have been repaired and should make their trial runs within the next few days. Both are equipped with MES apparatus for detection against mines.

50X1-HUM

e. The OLONKA, about the size of an M-boat, should be repaired by February 1951.

f. The IMKUT, a collier of about 1,000 tons, was repaired in November 1950 and has since sailed. Her home port is Port Baltic, Estonia.

g. The BORUSSIA, a former German dredger, and its lighter, I-9 are undergoing repairs.

h. The two German [] belonging to the German naval police (Seepolizei) have been towed to Wismar for repairs to their electrical equipment.

50X1-HUM

7. About three or four luggers are produced monthly. The port of registration for most of these luggers is Kaliningrad (Koenigsberg). They are taken over by a Soviet civil commission. All luggers are provided with anti-mine protection. The construction program for 1951 includes 80 luggers and also freighters of up to 3,000 tons. Materials for this program are being assembled. Only two drydocks are in use, and one of these was transported to Rostock from Danzig or Kaliningrad.

8. Until the summer of 1950, the Rosslau Experimental Engineering Bureau was attached to the shipyards. This bureau conducted experiments with the object of increasing the speed of MTB's by modifying the design. One MTB was powered by an aircraft engine and propeller, and hydrofoils

~~CONFIDENTIAL~~ CONTROL - U.S. OFFICIALS ONLY

~~CONFIDENTIAL~~ CONTROL - U.S. OFFICIALS ONLY

CENTRAL INTELLIGENCE AGENCY

3

50X1-HUM

[redacted] were fitted to the bows.

[redacted] in the summer of 1950.

The bureau was then disbanded.

50X1-HUM

9. The following firms are under contract to Neptunwerft:

Kabelwerke Oberspree (SRM** cable)

Kabelwerk Koepenick (MKO** cable for luggers, M-boats, etc.)

Askaniawerke (magnetic compasses)

Buckau-Wolf, Magdeburg (diesel engines)

Kjellberg-Berlin (engines for luggers)

Metallwerke Finow (electrical equipment)

10.

50X1-HUM

[redacted] Orders and shipments are handled by AMO.****

Because of the shortage of rolled steel and iron plates in east Germany, these materials will be imported from the USSR.

11. All ships except luggers are manned by Soviet naval personnel. While the ships are laid up in the yards, a skeleton crew, consisting of technicians and two or three officers, remains on board and assists with repairs and refitting.***

[redacted] Comment. We are doubtful about the word "construction".

50X1-HUM

* [redacted] Comment. The meaning of SRM, MES, and MKO is not determinable.

** [redacted] Comment. Paragraph 11 refers to ships mentioned in paragraph 6, a through g.

*** [redacted] Comment. This is a group of Soviet-owned agencies (SAG's) in the machine industry the headquarters of which is at Magdeburg.

~~CONFIDENTIAL~~ CONTROL - U.S. OFFICIALS ONLY